

I. Planning Process

Canandaigua Walkers and Cyclists

On June 4, 2008 an organizational meeting was held and 19 people attended. The proposed mission statement and goals of the project were presented and discussed. The first working meeting was then scheduled for June 18th when the name Canandaigua Walkers & Cyclists (CWC) was adopted.

Subsequent meetings produced a mission statement, vision statement, goals. Goals, the planning approach and performance criteria for the Active Transportation Plan were also produced. Meetings were held approx. once a month through March 2009.

Field work concerning the Plan was conducted at various times throughout the year by committee members. The CWC chairman appeared several times before the Planning Committee of City Council to report on the Plan's development during the year.

Background Data and Field Analysis

Throughout the year, background information was gathered for this Plan from previous planning studies and initiatives, existing GIS data and maps, local residents and City staff. Field work was conducted throughout the City of Canandaigua to document existing conditions and facilities and to identify opportunities to improve conditions for Active Transportation. Information on variables such as the number of lanes, lane and road width, shoulder condition, and speed limit were recorded. The presence and condition of parking facilities, bike lanes, sidewalks and drainage grates were also noted.

A changing city needs your input

I invite anyone living or working in the city of Canandaigua interested in helping create a Bike/Pedestrian Transportation Comprehensive Plan to attend a public meeting from 7 to 9 p.m. Wednesday, June 4, at the Hurley building, 205 Saltonstall St.

In order to create a true community plan, I would like to have participation and input from every segment of our population. I am looking for students, educators, parents, employers, business owners, the physically challenged, joggers, bicyclists, hikers and senior citizens.

With new housing developments, street rebuilding projects, the changing economy and new attitudes toward our environment, the face of the city is changing. In order to maintain Canandaigua's special appeal as "The Chosen Spot" for family living, recreation, tourism, business development and education, we need to create a plan for what that face of the future is going to look like. That is the challenge before us.

Of course any improvements in the existing infrastructure or new projects cost money. That is another reason the comprehensive plan is so important; without a plan, we cannot compete for the federal and state grants available (our tax dollars) as well as

the private grants available that could pay up to 90 percent of the cost.

If you are intrigued or curious about this project, join me Wednesday night. I look forward to meeting you.

Bill Taylor
Canandaigua

Mission Statement

Establish the City of Canandaigua as a recognized *Bicycle and Walkable* city through progressive municipal planning, project advocacy, public awareness, safety educational programming, and community event sponsorship. The CWC endeavors to assist the City of Canandaigua in developing and implementing a City of Canandaigua Active Transportation Plan and partnering with other public and private organizations to create and promote a seamless regional multi-use transportation network.

Vision Statement

The CWC envisions the City of Canandaigua as both a haven and magnet for walkers and cyclists. Neighborhoods, retail centers, schools, parks and civic points of interest are linked by attractive, safe, accessible and well maintained shared-use pathways and bicycle routes. City infrastructure maintenance and redesign will continually enhance the efficiency, safety, and pleasure of walking, cycling, and using public transportation. Government, business and civic sectors actively promoting and marketing Canandaigua as *Bicycle Friendly and Walkable*.

Active Transportation Plan Goals

1. Enhance the quality of life for all residents by creating a continuous linear pedestrian and bicycle connections throughout the City of Canandaigua thereby providing safe, accessible and sustainable multi-use facilities for the full range of users.
2. Plan will be compatible with existing locally planned projects and regional trails initiatives.
3. Provide residents and visitors with viable mode of transportation choice for travel within the City.
4. Identify and prioritize improvements based on current usage and functional connectivity.
5. Better utilize the existing pavement width by retrofitting existing facilities.
6. Identify city, county, regional and private sector funding opportunities.
7. Identify existing educational, encouragement, and enforcement efforts and recommend partnerships to expand the promotion of the benefits of walking and bicycling, safety, the proper use of facilities, and awareness of rules for "Share the Road".
8. Advocate for bicycle/pedestrian friendly statutes, policies, and maintenance procedures to continually improve the infrastructure using the "Complete Street" concept.
9. Identify and recommend actions to reverse inequities in status and treatment in the areas of legal status, facility design and maintenance, enforcement, education and encouragement.
10. Identify, prioritize, and evaluate recommended projects according to the Six E's (Equality, Engineering, Education, Encouragement, Enforcement, and Evaluation)
11. Identify opportunities for vigorous and active partnerships with residents, property owners, business and social organizations to develop an incentive and marketing plan catering to the outdoor, enthusiast, healthcare, and wine & culinary niche markets.
12. Identify opportunities to enhance public transit facilities and policies to better serve the bicycle/pedestrian population

Planning Methodology

Eight steps were identified as essential in the development of the Active Transportation System.

1. Establish performance criteria for the Active Transportation System
 - a. Accessibility – all facilities must be ADA compliant and easily accessible to all residents
 - b. Directness – transportation route should be as linear as possible
 - c. Continuity – route should be as uninterrupted as possible
 - d. Attractiveness – route should be low stress, pleasing to the senses, clean
 - e. Low Conflict – route should accommodate all users without getting in the way of other users
 - f. Cost – costs should be minimized, volunteerism should be encouraged, all funding avenues need to be indentified
 - g. Ease of Implementation – projects should be prioritized by practicality, ability to be piggy-backed with related projects and time of development and construction
 - h. Maintenance – projects must include viable maintenance plan and be as self-sustaining as possible
2. Identify and define projected system users
 - a. Bicyclists
 - b. Hikers, Walkers, Runners
 - c. Physically Challenged
 - d. Senior Citizens
3. Inventory existing facilities and infrastructure
4. Identify systems' desired corridors
5. Evaluate and select specific route alternatives
6. Select appropriate design treatments
7. Prioritize selected routes and treatments
8. Evaluate system against desired performance criteria

Other areas identified as important components of the Active Transportation Plan

- Education, Enforcement, Encouragement
- Funding
- Integration with Public Transportation
- Policy and Procedure Improvements
- Implementation

Public Open Houses/ Workshops [appendix 1a & 1b](#)

Two public open houses were held to facilitate public input. They were held on March 25th and March 30th, 2009 at City Hall from 6:00pm-9:00pm. The meetings were advertised through the local newspaper The Daily Messenger (Figure 1), and fliers displayed at many local restaurants and retail establishments.

At the first meeting seventeen people attended and seven people attended the second. The meetings were conducted in an open “drop in” format where attendees were encouraged to study informational maps and ask questions of attending committee members. This was followed by a power point presentation by the chairman explaining the goals, planning process, criteria, and Plan adoption process. Workgroups were then formed around large maps where participants were encouraged to provide feedback, opinions, and ideas in a smaller discussion group setting.

Information was recorded on the maps and comments sheets. In addition to the large format maps, informational maps and sheets were provided to the participants. A flier announcing the online survey and the *Moving America Forward* booklet provided by the Bikes Belong Coalition was also given to each attendee. Information on the City of Canandaigua’s pedestrian/bicycle opportunities, challenges, destinations, and problem areas was gathered from participants. In addition, participants provided detailed information on specific locations in need of improvement. The information, opinions and ideas were then analyzed and incorporated into the Plan’s recommendations.

Resident Survey [appendix 1b](#)

An online questionnaire was developed by the CWC to supplement information gathered at the public meetings. The questionnaire was distributed electronically through the City’s, Canandaigua Schools and Wood Libraries web sites. Hard copies of the questionnaire were distributed through the Wood Library, the City clerk’s office, the YMCA, and the RV&E Bike shop. At each location a flier was provided explaining the mission and vision of the Active Transportation Plan. The survey was advertised through the local newspaper, The Daily Messenger (Figure 1a & 1b), and fliers displayed at many local restaurants and retail establishments. The survey was available to the public from March 1, 2009 through April 5, 2009. 338 responses were received along with over 25 pages of comments were collected. Responses and comments were incorporated in the development of the Active Transportation Plan.

The CWC would like to thank Canandaigua City Schools for lending us their survey software for this purpose, without their generosity the survey would not have been possible.

LIVES

WANT MORE OPINION? Go to www.mpnnow.com and click on the opinion link for past columns, editorials and letters.

GUEST ESSAY | BIKEABLE COMMUNITIES

Does 'traffic' mean only cars?

With the proposed lake-front development and hotel/convention center in the news there is renewed dialogue about Canandaigua's "traffic." Traffic is not just motor vehicles; it is also pedestrians and bicyclists.

In the last few years, due to economic, social, health and natural resource factors, it has become apparent our automobile-dominated environment has a far-reaching negative impact and cannot be sustained in its present form. To meet today's and tomorrow's challenges we must redefine "traffic" and re-engineer our transportation systems to include pedestrians and bicyclists. Our transportation system must become what's known as an Active Transportation System: An integrated network of on-road and off-road facilities that routinely accommodates all travelers — drivers, transit users, pedestrians and bicyclists — in a safe, accessible, convenient manner.

We are a society that demands choices but presently we do not have much choice when it comes to our mode of transportation. Our manufactured environment has been engineered and funded to promote only one mode of transportation, the car. Local governments must demand that traffic studies include pedestrians and bicyclists, and that Active Transportation Systems be provided by developers in their projects. At the same time local governments must plan and implement strategies to renovate our present infrastructure into an Active Transportation System.

The results, as shown in many communities across the country, will be a safer community, economic growth and a healthier, more balanced quality of life. Our communities will be desirable places to live, work and visit.

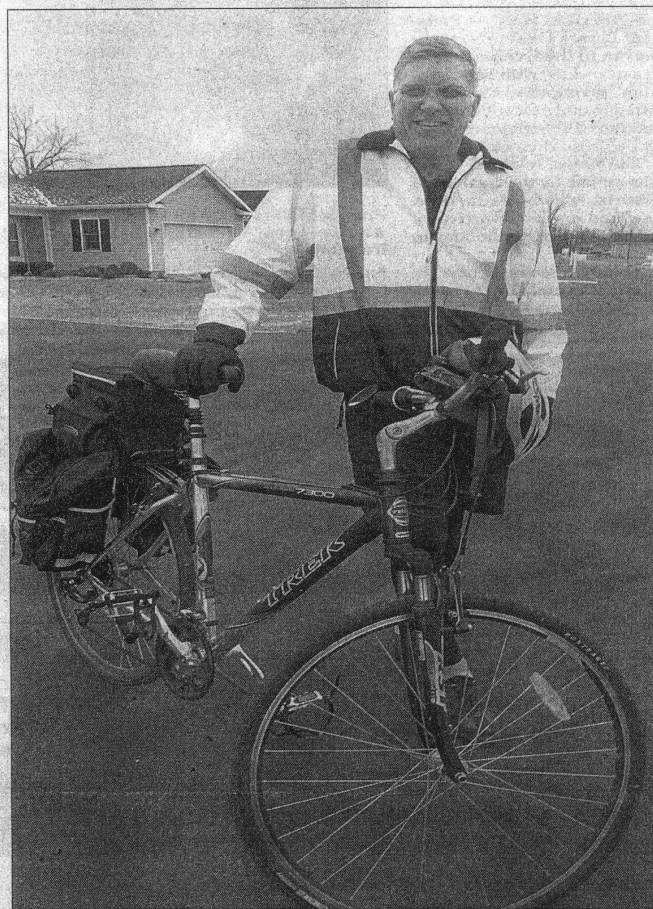
Canandaigua and many of our

8 rules of the road

- 1. Do everything in a safe, defensive manner.** Obey traffic laws — period. Signal your intentions with hand gestures, and never be the first one into the intersection (cars run red lights, too).
- 2. Never be where you aren't expected.** No zipping between cars, scooting by on the wrong side of turning traffic or riding on the sidewalk, especially if it's crowded. Wrong way down a one-way street? You know better.
- 3. Be smooth and predictable.** Ride as straight a line as possible. Most drivers are as freaked out about you as you are about them. Predictability helps everyone.
- 4. Be a politician.** Make contact, from nodding to looking at drivers as you maneuver in traffic. Stump for votes and converts as politicians do.
- 5. Change your view.** Motorists don't hate you. They want to get from point A to B as quickly as possible, and hate any impediment to that progress, which is everything else on the road, including you.
- 6. Never, ever engage.** If an angry driver does something dumb, chill. Let that person find someone else to fight.
- 7. Manage your space.** Place yourself in the road in a way that defines your space. This includes riding on the left edge of the bike lane to leave space for car doors, and moving a foot or so to your left when approaching an intersection to prevent the right turn across your front.
- 8. Be vivid.** Unnatural colors are highly visible. This is not a time to blend in. Use head and tail lights from dusk on; go supernova if you must.

— BILL TAYLOR

neighbors are at that point of decision. Do we resign ourselves to the old car-centered model or do we move into the future, giving our children choices concerning their



RIKKI VAN CAMP/MESENGER POS

Canandaigua resident and bicycling enthusiast Bill Taylor says cycling offers a variety of benefits.

quality of life?

Canandaigua's City Council has begun this discussion by appointing a volunteer citizens group, Canandaigua Walkers and Cyclists, to develop an Active Transportation Plan. Residents can participate in the development of this plan in two ways:

- Take the resident survey available on the City's Web site

(Canandaigua.govoffice.com) or via hard copies available at the Wood Library, YMCA and RV&E Bike shop until April 5.

• Attend the public information/input meetings scheduled for March 25 and 30 at the City Hall, 2nd floor courtroom from 6-9 p.m.

Your feedback and ideas are vital to the plan. Please voice your choice.



RIKKI VAN CAMP/MESSENGER POST

Bill Taylor is pushing for a bike lane when Main Street Canandaigua gets repaved and striped.

Drivers, make way

STREET SMARTS: A group of Canandaigua residents is pushing to make the city more welcoming to bikes and pedestrians.

By MARGARET POE

mpoe@messengerpostmedia.com

When Canandaigua resident Bill Taylor thinks about skyrocketing obesity rates, global climate change and tourism in the Finger Lakes, he sees a common link: the humble bicycle.

He believes bikes can improve health, help the environment and boost the local economy. But there's a catch: the city has to show that non-

If you go

WHAT: Canandaigua Walkers & Cyclists meeting

WHEN: Wednesday, March 25, and Monday, March 30: 6 p.m. open house and 7 p.m. meeting

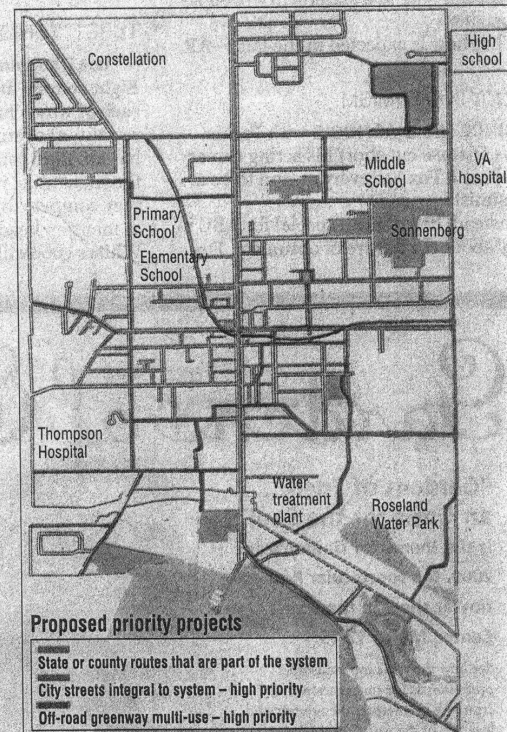
WHERE: City Hall, 2 N. Main St.

drivers of all kinds are welcome, even embraced, on city streets. It's an ambitious goal, but it's one the soft-spoken Taylor has embraced with zeal.

"Now is the time to be bold and think of the future," he said.

Taylor and others have joined forces

See STREETS, 5A



Compatibility with Existing Plans and Initiatives

Canandaigua's Active Transportation Plan builds upon the following previously completed Plans and Initiatives:

- City of Canandaigua Comprehensive Plan 2002 Amendment
- Canandaigua Rail-with-Trail Feasibility Study, September 2004
- 2008-2017 Capital Improvement Program's Ten Year Needs Assessment, City of Canandaigua
- Regional Trails Initiative: Phase 1 – Rochester TMA August 2002
- Long Range Transportation Plan for the Genesee-Finger Lakes Region: 2005-2025 and 2007-2027 LRTP Update
- Genesee Transportation Council (GTC) Technical Memorandum: On-Street Bicycle Facilities Opportunities Assessment

Information and Guidance was incorporated from the following guidelines and organizations:

- The American Association of State Highway & Transportation Officials' (AASHTO) 1999 *Guide for the Development of Bicycle Facilities*
- Federal Highway Administration Publication FHWA-RD-92-073: *Selecting Roadway Design Treatments to Accommodate Bicycles*
- Federal Highway Administration Publication FHWA-SA-07-016: *A Resident's guide for Creating Safe and Walkable Communities*, Feb. 2008
- Federal Highway Administration Publication FHWA-SA-04-003: *PEDSAFE: Pedestrian Safety Guide and Countermeasure Selection System*, Sept. 2004



- Federal Highway Administration Publication FWHA-RD-96-104: *Crash Type Manual for Bicyclists*
- Federal Highway Administration Publication FWHA-SA-93-001: *Roadway Delineation Practices Handbook*
- American National Standards Institute (ANSI): *Disability Rights Legislation and Accessibility Guidelines and Standards in the United States*, chapter 1 and 5, appendix H.
- Parks & Trails New York, 2007: *Road and Trail Intersection Safety, an examination of present practice and recommendations for future actions*
- National Trails Training Partnership: *Trail Design and Construction*
- Ontario County Planning Dept.: *Canandaigua Regional Transportation Study, May 2006*
- Rails to Trails Conservancy: *Active Transportation for America, The case for increased Federal Investment in Bicycling and Walking*
- Bikes Belong: *Bicycling/Moving America Forward, 2008 Edition*
- League of American Bicyclists: *Bicycle Friendly Community Program*
- Thunderhead Alliance: *Complete Streets Report*
- US Dept. of Transportation Design Guidance: *Accommodating Bicycle and Pedestrian Travel*
- Finger Lakes Visitors Bureau
- National Center for Safe Routes to School
- Pedestrian and Bicycle Information Center
- Centers for Disease Control and Prevention
- Bikes Belong
- League of American Bicyclists
- Alliance for Biking & Walking, *formally the Thunderhead Alliance*
- New York State Department of Transportation
- Genesee Transportation Council
- Canandaigua Lake Watershed Council
- City of Canandaigua

Specifically, the City of Canandaigua Active Transportation Plan supports the following goals and recommendations from the *City of Canandaigua Comprehensive Plan 2002 Revision*.

Goal:

- 5.2.2 – Provide for an efficient traffic flow on city streets while protecting the safety of drivers and pedestrians alike.
Improve public transportation.

Recommendation:

- 5.2.3-7-Encourage new uses that would not significantly increase traffic volumes on local streets
- 5.2.3-8-Consider installing sidewalks on both sides of all city streets
- 5.2.3-11-Develop an system of bike paths and pedestrian trails

Goals:

- 5.4.2-Provide a wide range of active and passive recreational uses in a manner that features and compliments the Canandaigua environment. Provide for a system of bike paths and trails.
Promote a joint park system with the Town of Canandaigua.

Recommendation: (Figure 3)

- 5.4.3-2-Develop a citywide network of bicycle trails and pedestrian pathways that link neighborhoods to activity centers in the city, as well as a regional system that links to other communities.

Goals:

- 5.5.2-It is a priority of the City to promote economic development and capitalize on the unique aspects of the community to develop a sound niche market in the regional economy to improve the local sales tax base, expand employment opportunities, raise household income levels, and continue to encourage the expansion of the manufacturing base.

Recommendations:

- 5.5.3-3-Pursue grants and other state and federal aid.
- 5.5.3-5-Develop niche markets for arts, antiques, and healthcare
- 5.5.3-7-Expand the tourism *shoulder season*
- 5.5.3-9-Consider higher and better uses for vacant and underutilized properties that could provide appropriate economic development, contribute to the improved character of the community and the surrounding properties.

Goals:

- 5.9.2- Identify and maximize opportunities to provide increased efficiencies and a greater level of services for residents through multi-jurisdictional cooperation with adjacent townships, Ontario County, and the Canandaigua City School District. Through intergovernmental cooperation, share revenue and resources.

Recommendation:

- 5.9.3-1-Encourage regional planning for issues that span municipal boundaries:
 - Transportation
 - Economic Development
 - Marketing and Tourism
 - Watershed Protection
 - Open Space
 - Land use planning at municipal boundaries

Figure 1c



Relating to a regional level, this plan supports the following goals and recommendations from the Regional Trails Initiative: *Phase 1 – Rochester TMA, August 2002*:

Goals:

1. Support the development of a high-quality trails system that is consistent with the goals and objectives of the overall regional transportation system.
2. Meet or exceed minimum standards and guidance for accessibility as defined by the Americans with Disabilities Act and the US Department of Transportation.
3. Maintain and improve the quality, operation, and integrity of existing trail facilities, including the provision of adequate amenities and support facilities.
4. Be “context sensitive,” reflecting the setting in which they are or will be located and the desired trail uses.
5. Facilitate partnerships among communities, agencies, and organizations to effectively market and promote the regional trails system inside and outside the region.

Recommendations:

1. Support local communities’ efforts to preserve, and/or create corridors for trail development through local land use, planning, and zoning strategies.
2. Encourage the use of Trail Design, Maintenance, and Operations “Best Practices” Guidance developed as part of this initiative for all trail projects and improvements in the region.
3. Prioritize the development of off-street and on-street linkages to/from trails and between trails to close gaps in the regional system.
4. Accommodate bicyclists, pedestrians, and other trail uses on roadways and bridges in the region as appropriate.
5. Develop partnerships among trail groups, local communities, GTC, other government agencies, tourism promotion agencies, and related businesses and business organizations to effectively market trails as a major attraction in this region.
6. Support the development and maintenance of an interactive regional trail information web site that would provide detailed information on the trails in this region, including maps, user groups allowed, and other regulations, trail events, links to trail groups, and other relevant information.
7. Support the placement of functional trail amenities for trail users (e.g. bathroom facilities, drinking water, bicycle parking, benches, picnic tables, etc.)
8. Develop and disseminate trail amenity and signage guidance that addresses a variety of settings and budgets.

Also on the regional level, this plan aligns with the following policies from the *Long Range Transportation Plan for the Genesee-Finger Lakes Region: 2005-2025*: (figure 4)

Policies:

1. Preserve and maintain existing bicycle and pedestrian facilities, particularly trails, sidewalks, and crosswalks, in a manner that promotes safety, increases efficiency, and minimizes lifetime costs.
2. Identify and address key bicycle and pedestrian safety, efficiency, and connectivity deficiencies.
3. Increase the efficiency and safety of the region's bicycle and pedestrian network.
4. Ensure accessibility of the bicycle and pedestrian network to all residents of the region.
5. Ensure that regional attractions are easy to find by residents and visitors alike using the regional bicycle and pedestrian system.
6. Increase the size and scope of the region's bicycle and pedestrian network through the development of new or expanded facilities.

Figure 1d

